AFFAIRS OF THE RAILWAYS.

Progress of the Deal for the Transfer of the

Cincinnati, Sandusky & Cleveland. The matter of the lease or sale of the Cincinnati, Sandusky & Cleveland road, and the line it operates, the Columbus, Springfield & Cincinnati, to the Big Four, is said to be almost consummated. President Farlow and several of the directors will come West this week, when more of the matter will be made public. The Boston Transcript, of the 7th, has the following to say as regards the deal, and as the road is owned largely in Boston the report can be given credence: "Mr. Ingalls has made an offer for the properties, which has been considered favorably by the Sandusky directors, we understand, and only a few minor details remain to be agreed upon. The whole affair ought to be in condition for final action by the end of this week, or the beginning of next. Auything like terms of the arrangement are not divulged. The natural suggestion would be one share of Big Four stock for two shares of Sandusky, in the event of a consolida-tion of purchase. Sandusky stock has a par value of 50, and at current quotations figures at 60, while Big Four common stock sells at about 79. It has been understood for some time that the large holders of Sandusky were willing to sell for 35. Awhile back there was some uncertainty respecting the relations of the Columbus road to the Sandusky, one of the largest interests in the latter feeling that the payment of 7 per cent. on Columbus bonds, while the Sandusky funding operations brings its charges down to a 5 per cent. basis, was inequitable, and this view of the case still is maintained. The Sandusky has been the dividend-earning part of the system. Still, it is to be remembered that the Columbus road was built in the Sandusky interest by Sandusky people, and it stands as an integral part of the system, particularly desired by the Big Four by reason of the fact that it will give the latter a direct line into the capital of Ohio. This fact may counterbalance the other, and make it all right for both roads to be treated similarly, or as one, in the arrangement with Mr. Ingalls's great system."

President Miller's Cure for Rate Wars. St. Paul, Minn., June 9.—President Roswell Miller, of the Chicago, Milwankee & St. Paul, speaking about the rate situation and the best possible way of encompassing

a permanent restoration of rates, said: "The settlement of the present rate difficulties can, to my mind, only be effected by a return to the pooling system in vogue prior to the passage of the interstate-commerce law. While this system was not perfect in its workings at that time, I think it can be re-established and put in force in such a way as to bring about a permanent settlement of rates. The reason for the dissatisfaction which existed in days gone by was that the several roads had divers irregular ways at their command to defeat the purposes of the pool. These are now prohibited by the interstate law. Yes, I think the law will be amended so that some form of a division of freight traffic will be permitted. The people want stability of rates which shall be permanent and lasting. It is the fluctuations in rates which brings about more discriminations against certain localities than any other cause. A division of traffic will regulate all these things. As to freight traffic, the agreements we now have in effect are good things in their way, and we are each day growing nearer a settlement of the differences now existing. Some of the more serious of these have been amicably adjusted, but I do not see any way by which the desired end can be fully attained, both as to passenger and freight traffic, except by the formation of a pool. A division of traffic will answer so far as freight is concerned, but for the control of passenger rates we must have a pool. Passengers cannot be diverted as can dead tonnage."

Personal, Local and General Notes. The four Mackey lines show an increase in earnings last month over May, 1889, of

The passenger crews on the Chicago di-vision of the Big Four now run 7,500 miles

A number of freight and passenger men left last night for Chicago to attend the railroad meetings to be held there to-day and to-morrow.

Trains Nos. 6 and 9, on the Chicago, St. Louis & Pittsburg, commencing with the 15th, will haul dining cars between Indianapolis and Columbus. The Louisville, New Albany & Chicago

is so pressed for equipments that the company is running a day and night force at its shops pushing repairs.

Owen Daily has been appointed agent of the Louisville, New Albany & Chicago at Wilders, vice A. Triplett, resigned. The appointment takes effect to-day.

E. H. Sabin, formerly of Indianapolis. now with the Texas Pacific road, is in the city for the purpose of appointing a representative of that system in this territory.

Indiana roads are obliged to carry double the tonnage that they did fifteen years ago to make the same earnings, yet the earnings of the roads of this State were never larger. returned, having fully regained his health. Assistant General Manager Barnard and General Superintendent Peck, of the Big Four lines, who have been absent for a couple of days, will return to-day to head-

Thomas Peck, of the Fort Wayne, Cincinnati & Louisville road, will, on July 1. sever his connection with that road to take a position on the Columbus & Hocking Valley.

C. S. Compton, who June 1 accepted the position of chief train dispatcher of the Chicago division of the Big Four, resigned yesterday, and D. F. Creemer was appointed his successor. Indications now are that the next big

clude the Baltimore & Ohio system. Future developments with this property will be watched with interest. All the Kansas City railroads yesterday

restored passenger rates to their former basis. Considerable traveling will, however, be done on the cut rates, as tickets purchased prior to this date are good for

L. C. Morris, formerly passenger agent of the Ohio, Indiana & Western, has gone East to take the position of traveling pas-senger agent of the Rome, Watertown & Ogdensburg road, with headquarters at

John King, the veteran passenger conductor who was retired on the Big Four a few weeks ago, has purchased a grocery and queensware store in Edgar, Neb., and in about ten days, with his family, will remove to that town.

One has only to go back to the seventies to find the Atchison, Toneka & Santa Fe road, now having a mileage of over nine thousand miles, a local road only fifty miles in length. Since then Boston capitalists have placed over \$50,000,000 in the property. Boston papers are now talking of a consolidation of the Atchison, Topeka & Santa Fe with the Mexican Central road. It is admitted that a close traffic relation be-tween the A., T. & S. F., the Vandalia and

The Erie people are said to be confident that the Chicago & Atlantic will fall into their hands, as, after the amount of the first mortgage bonds has been bid for the property, they have other large blocks of securities to turn in to swell the cost of the road to any other syndicate to good ground

the Pennsylvania lines is under contempla-

It is stated officially that only at Lafay-ette has there been any reduction made in the wages of the employes of the Louisville. New Albany & Chicago company, and it was done at this point for the simple reason that the operating expenses of the station were larger than the revenue

Passenger travel the last ten days is reported to have been the heaviest in years. The Union Station yesterday presented much the appearance it does on State fair week, so heavily loaded were the incoming

an extra coach on its trains.

idation of railroad systems is the order of the day, and hardly a day passes without some new scheme of this character being brought to light.

In accordance with the agreement of the presidents of the Western railroads, passenger rates were restored at Chicago yesterday to the basis in effect prior to the beginning of the rate war. Fares were advanced from \$3 to \$11.50 to St. Paul and Minneapolis, from \$3 to \$12.50 to Omaha and Kansas City, and from \$6 to \$7.50 to St. Louis.

Inquiry shows that west-bound freight rates are a good deal demoralized, and the blame for such demoralization is thrown upon the strong lines, such as the Vandalia and the Missouri Pacific. The excuse given by the agents of these roads for the cutting of rates is that they are simply meeting the rates offered by the indirect lines which claim that they are entitled to some of this business.

Some thirty yardmasters left yesterday noon for Kansas City over the St. Louis division of the Big Four, traveling in a Pullman car furnished by the Pullman company, which car will be hauled through to Kansas City and remain thereuntil the annual control of the nual meeting of the association is over. Joseph Sanger, one of the founders of the association, who now lives in Ogdensburg, N. Y., came on to attend the meeting.

The north-and-south Indianapolis lines are more than usually interested in the Central Traffic Association meeting to be held in Chicago to-day. All the roads will be well represented. One of the important questions is the making of rates to and from points south of the Ohio river. Chicago shippers claim to have grievances of long standing, as New York has been favored at the expense of Chicago in the

The Vandalia yesterday advanced its west-bound rates to the old tariff, \$14 to Kansas City, but the St. Louis division of the Big Four continued to sell at the cut rate, \$6.50. The scalpers soon learned this fact, and made a snug little sum of money through the action of the Big Four, in taking fifteen passengers away from the Vandalia. This has caused a good deal of ill feeling on the part of the Vandalia passenger men. The Big Four will, however, to-day restore rates to tariff. day restore rates to tariff.

The stockholders of the Cincinnati, Hamilton & Dayton company will hold their annual meeting to-day. A change in four of the directors is looked for, but there is good authority for saying that the new directors is looked for the directors is looked for the directors is looked for the directors in the looked for the loo rectory does not mean a change in its management, but doubtless means that the Indianapolis, Decatur & Western, the Terre Haute & Peoria and the Iowa Central will be made parts of the C., H. & D. system, either by lease or purchase.

It seems definitely settled that the Lake Erie & Western will build the link needed to give it a direct line to Muncie, thereby giving the road a direct eastern outlet and the Fort Wayne, Cincinnati & Louisville a direct line to Indianapolis. It is under-stood that it has been decided to use the Lake Erie & Western from Indianapo-lis to Fisher's, and then strike direct east through Anderson to Muncie. This means the building of but forty miles of new road, and the Lake Erie & Western will have but a mile longer line from Indianapolis to Muncie than has the Big Four, formerly the Bee-line. There will be no expense for terminals, as the present terminal facilities of the L. E. & W. at Indianapolis and Muncie will be ample.

NOT PLEASED WITH THE JOB.

Census Enumerators Have a Few Complaints, but the Law Holds Them to Their Work.

Quite a numer of the census enumerators are not pleased with their work, which they find more arduous and troublesome than they expected, and the revenue to be derived much less than they counted upon. "I'm sick of this job," said one of them yesterday, a young man, a graduate of Harvard, "and would quit now if I could. I called on a Danish woman a day or two since to make the necessary inquiries. She knew no English and only about a dozen words of German, which was twice as much German as I know. It took me an hour and forty-five minutes to get the report that she had four in her family. Four at 2 cents a head is 8 cents for that job. I did better, though, with a deaf and dumb German. It took me twenty minutes to come to an understanding with him, but I will get seven cents on that case, two cents for the name and five cents for the disability." A Wabash College graduate, who over-heard this complaint, remarked that he,

too, was disgusted with his job, as he saw only \$15 or \$20 for two weeks' work. "One of the most amiable citizens I have come across," remarked another census-taker, "was a patent-medicine man. He told me all about himself and his wonderful remedies, and offered to allow me to take a dose of each of his various cures free of charge."
"The best people to enumerate," said another of the counting men, "are the Russian and Polish Jews, the downtrodden and oppressed of Europe. They have recollections of the power of the government abroad and they give up information readily and with great meekness. Some of the recent comers from Germany are almost as tract-J. S. Stevens, master of transportation of the Wabash road, who was in poor health and went to California six months ago, has furnishing information. I came across a furnishing information. I came across a raw-boned determined-looking woman yesterday. She answered the first questions of the catechism, told me without hesitation, that she was white and a female. Then I asked, 'What is your age?' 'What do you want to know that for?' she inquired so savagely that I jumped toward the door. I explained, and she answered satisfactorily. 'Are you married?' I inquired cautiously. 'Y-e-e-s,' she replied slowly, 'in a manner.' She explained by saying her husband had 'skipped' some two

months ago." The First ward offers a long and lonely tract for the enumerator to roam over. The ward boundary on the south formerly stopped at Clifford avenue, but March 24 last more territory was added. The law is that whenever territory is annexed to the city it becomes a part of the political sub-division to which it is contiguous. Now the Seventh ward stops at the arsenal grounds, and the Eighth ward at the woman's prison and grounds of the deaf and dumb institution. In March the city annexed a great district east from the city to Woodruff Place and the woman's prison, from a quarter to a half mile east, and from Clifford avenue to the Panhandle shops south of Washington street. So all that is now the First ward and that ward the most northeasterly in the city, stretching away to the south two and a half miles and taking in a little strip south of Washington street. Last September the Third ward was extended on the north between Meridian street and the first alley west of Mississippi street to Twenty-sixth street, which is the first street north of the entrance to Crown Hill Cemetery.

It is Section 13 of the census act that holds the census men to a had bargain holds the census men to a bad bargain. This section provides that any supervisor or

enumerator who, having taken and subscribed the oath required, shall neglect or refuse to perform the duties enjoined on him, or shall, without the authority of the superintendent, communicate to any person not authorized to receive it, any information gained by him in the performance of his duties shall be deemed guilty of a misdemeanor, and upon conviction shall be fined not exceeding \$500. A penalty not to exceed \$5,000, to which imprisonment may be added, is prescribed for those who make false returns, which suggests that the Tipton county statistician and the Indianapolis statistician of the Sentinel are fortunate in not having found employment as census-takers. The at-attention of the enumerators in their in-structions is specially called by the Superintendent of the Census and Supervisor

Conger to the chapter on "Penalty for disclosing information." Distribution of Flowers.

Yesterday forenoon the ladies of the W. C. T. U. were hard at work arranging tlowers into bouquets, and in the afternoon they distributed them among the inmates of the county jail, work-house, City Hospital and woman's prison. Attached to each bouquet, by a white ribbon, was a card with a Script-& Vincennes feels the boom, and is running | ure text. To-day the Young Ladies' Auxiliary, of the W. C. T. U., will take a supply Although Chairman J. W. Midgeley's scheme for the organization of a great railroad trust, to embrace all the roads in this country, was laughed at, and thought by some to be impracticable, things seem to be tending more and more that way. Consol-

CULLINGS FROM THE COURTS.

Nurse Would Like to Have Money for Being

Kicked by a Horse. Thomas Nurse has entered suit in the

Superior Court against Noel Bro.'s, the flour and feed firm, for \$5,000 for injuries received by being kicked by a horse attached to their delivery wagon. He alleges in his petition that on May 24 he was clearing the tracks of the Citizens' Street-railroad Company at Washington and Tennessee streets, being in the employ of that company, and that Noel Bros.'s horse kicked him in the hip, inflicting such injuries that he has been unable to work since. He charges that he is permanently

Suit Over a Contract. The International Construction and Improvement Company of New Jersey entered suit in the federal court yesterday against J. C. Gibney & Co., James B. McElwaine and James B. Wheeler, of Indianapolis, to recover \$20,000, amount of defendants' bond for the proper performance of certain contract work. Plaintiffs were engaged in constructing a natural-gas pipe line from a point near Toledo to Detroit. The work was being done for the Michigan Gas Company, and the plaintiffs sub-let the trench-digging and laying of pipes for part of the distance to defendants, who agreed to have the work done according to certain specifications at a certain time. It is alleged in the petition that this work was imperfectly done, and not completed by the time agreed upon, hence the suit.

Criminal Cases. Amos Parrott and Martin Brennock were arraigned in the Criminal Court yesterday and pleaded guilty to a charge of petit larceny. Frank White and Slata L. Roan pleaded not guilty to the same charge, and Chas. Baker pleaded not guilty to a charge of criminal assault. Franz Adler was tried by a jury on a charge of assault and acquitted.

Notes from the Dockets. The will of Valentine Schlatzhaner, late of this city, was admitted to probate yesterday.

Judge Woods went to Fort Wayne yesterday to hold court there for several days. District Attorney Chambers and United States Marshal Dunlap accompanied him. George Harness and others gave notice in the Circuit Court yesterday that they would present to the court, on July 2, a petition for the drainage of a portion of Perry township.

The temporary injunction granted last Thursday by Judge Taylor in the case of James Heywood, trustee, against George W. Seibert and others was dissolved yes-terday upon motion of defendants. It was to restrain them from hauling gravel from some property north of Fall creek.

Louis Neubacher, a brass-worker living on South Delaware street, who was run over and badly injured in November, 1888, by a train on the L. E. & W. railroad, at the Virginia-avenue crossing, is suing the Union Railway Company and the L. E. & W. company for \$5,000 damages in the Circuit Court. He charges that the flesh was all torn from his left arm, and he is permanently injured thereby.

> The Court Record. SUPERIOR COURT.

Room 1-Hon. Napoleon B. Taylor, Judge. Indianapolis Printing Company vs. James A. Everett; Feibleman, J. P. Dismissed and costs paid. Rudolph Wurlitzer et al. vs. L. E. & W.

Railway Company; on contract. Demand,

\$140. Trial by court. Room 2-Hon. D. W. Howe, Judge. Arabella Patterson vs. Andrew Patterson; divorce and cross-complaint to set aside transfer of property. Trial by jury.

Harry E. Banks vs. F. L. Golibort et al.; account. Finding and judgment for Michigan Lumber Company and H. Coburn for \$75.50 against H. E. Banks and W. L. Hast-

Room 3-Hon, Lewis C. Walker, Judge. Mamie M. Boone vs. Franklin Roone; di-Vorce. Dismissed at defendant's costs.

Nancy M. Wilson vs. Jeremiah Wilson;
divorce. Trial by the court.

New Suits Filed. James Diver vs. Unknown Heirs of Terrence Donnelly, deceased; to quiet title. Peter Sindlinger vs. Ernest G. Bills; to satisfy judgment of \$477.47 obtained against the latter. John O'Brian and Amanda M. O'Brian vs. Bernhart H. Mueller, and wife; to quiet

Pursell & Medsker vs. Griffey; for work done and materials furnished. Demand, \$25. Thomas Nurse vs. Noel Bros.; damages. Demand, \$5,000.

CIRCUIT COURT. Hon. Livingston Howland, Judge. Louis Neubacher vs. Union Railway Company et al.; damages. Demand, \$5,000. Trial by jury.
Board of Children's Guardians vs. George

Harter; child. Given to board. New Sunt Filed. James M. Kennedy vs. Ida M. Kennedy:

divorce. DESTROYING THE MAPLES.

The Parasite That Covers the Leaves and Twigs of Thousands of Shade Trees.

The "cotton maple scale" insect, which is destroying the soft and red maple trees of the city, according to Mr. Kingsbury, of the Farmer, was in the city four years ago, but was destroyed either by a parasite or by the severe winter. Its scientific name is pulninaria isimmerabilis. The young lice batch in early spring or summer, walk about as soon as born, and settle on the leaves and twigs, stick in their beaks and suck up the sap. In three weeks they double their size, shed their skins and begin to secrete the waxy pulp called "honey dew," which makes it appear as though it was raining under the trees. They are now covered with a larval skin as big as a split pea, which looks like a scale, hence the name. Under the scale is a white nest of waxen fibers secreted from pores in the insect's body. This nest contains about 2,000 eggs, which grow so fast they lift up the scale at an angle of 45 degrees as we see them now on the soft maples. This nest falls out like cotton or spider-webs, and so gives the name of "cotton scale" to the insect. The moles come out of the eggs from Aug. 1 to Sept. 15, fertilize the females, and die in two or three days without eating. The fe-males lie torpid on the twigs till the next spring, and then commence the business of making eggs and nests at the expense of the trees. They prefer the soft maple, but also eat grape, oak, bass, elm, sycamore, rose and currant, box-elder, beech and willow.

Fortunately, the females are wingless, degraded and inactive, so the species spreads slowly by the young lice being carried on bird's feet from one tree to another. This is one of the chief ways they are scattered about the city, clinging to the feet of the English sparrow. Hundreds of insects, bees, waspa and flies get the honey dew from the insects and so carry the restless larvæ from tree to ment reports, says the spider is the chief agent in this distribution. The young lice cannot be blown off the bark by a bellows and the wind does not carry them about.

The "honey dew" secretion covers many
fences and the walks under the soft maples in the city.

The principal remedy, according to the Department of Agriculture (Report, 1884, page 355) is kerosene. A quart of oil to four or five quarts of buttermilk violently churned into an emulsion and then mixed with eight or ten times as much water, and sprayed over the trees late in May or early in June while the eggs are hatching. Repeat often to catch each new crop of eggs as they hatch. The best apparatus to use is a long rubber tube carried up through a long bamboo fish-pole, and having on the end one of the cyclone or eddy-chambered pozzles, such as tree men use for washing nozzles, such as tree men use for washing and sprinkling. The tube is fastened to a force pump and carried in among all the

bugs, and was first described in 1854. It is an importation, as far as known. A hard winter may kill all the eggs and give freedom from the pest another year.

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years suffered

from nervous de-

further stated that he had for bility, and that at times he was all "broke up;" that his system was so shocked and his nerves so weakened that he could not sleep, nor could be eat. He was always reatless, and has walked all night to quiet himself. "This began on

MR. WM. DEMMOCK, ago," he conHastings, Cambra Co., Pa. tinued, "and I thought little of it, and did not pay much attention to the matter. When I would become restless and nervous, I would just walk the feeling off until I would go to sleep from exhaustion. Then when I would awake I would be as nervous and tired as ever. I called upon my family physician and stated my feelings, and he just gave me something to quiet my nerves and said that was all I needed. I then called on another one some time later, and he told me to quit the use of tobacco. I told him that I did not use any, and that I only smoked once in a while. He then gave me some kind of medicine, and told me to quit smoking altogether. I followed his instructions, but found the benefit would only last for a short time. Then I would be as bad ever. Well, like a drowning man, I kept catching at every straw that came my way, until I had given up hope; when, by a mere chance, one of your advertisements fell into my hands, and I concluded to try your Vegetable Remedies. I am glad I did, for I am now a well man, and I can de my work; and am not only regaining my health, but my hands only regaining my health, but my business is increasing under my personal management. I am out here on business, and, although my treatment was through correspondence, I could not help stopping here to thank you. My address is Hastings, Cambra County, Pennsylvania, and I will gladly answer any inquiring about your treatment."

the famous Chinese physician, who cannot, under the American laws, practice medicine, has prepared a line of Chinese Herb Remedies for the cure of different diseases, and has opened parlors for their sale. He charges nothing for consultation, examination and advice, and only a small sum for his remedies, which have a justly celebrated reputation. A friendly talk with Gun Wa costs nothing. All of the following, which Gun Wa calls "American diseases," yield readily and permanently to these gentle, yet powerful natural remedies—catarrh, cancer, tumors, rheumatism, weekness, take, worm, piles, scrofule. matism, weakness, tape-worm, piles, scrofula, blood poisoning, dysentery, constipation, lumbago, dyspepsia, liver, kidney and bowel troubles and all nervous diseases.

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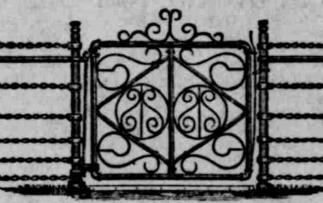
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Notice to Contractors.

Sealed bids will be received at the office of J. A. Joseph, Secretary of the Central Normal College, at Danville, Ind., up to noon of June the 14th, 1890, for the erection of a brick Library and Hall Building, to be built at Danville, Ind., according to the plans and specifications now on file in the office of the under-The right is reserved to reject any or all bids.

J. A. JUSEPH, Secretary,

Danville, Ind.

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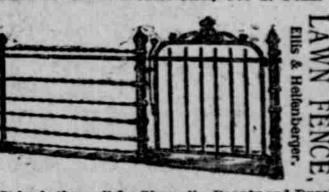
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